

Saks & Company

Broadway at 34th Street



ATHENA UNDERWEAR

FOR WOMEN AND CHILDREN

Correct tailoring gives Athena Underwear comfort and daintiness that you will appreciate.

Instead of hanging like a bag, it fits snugly all over, without stretching or binding anywhere.

Athena Underwear is cut to match the lines of your figure. It is the only underwear that is made in this way.

When you put on a suit of Athena Underwear you will find that you can raise and bend your arms without hindrance.

You can stoop in Athena Underwear without causing a strain on any part of the garment.

Athena Underwear fits your figure as a glove fits your hand.

Athena is sold only at Saks in New York. Marshall Field & Company, Chicago, Makers.

PRICES:

For Women—Vests and Tights. .50c to \$1.75

For Women—Union Suits. . . . \$1 to \$3.95

For Boys and Girls—in cotton or merino.

—Separate Garments.50c to \$1.10

—Union Suits.85c to \$2.00

Clothing on Credit

Women's and Misses' Stylish Apparel
NEW AUTUMN SUITS
\$15.00 to 45.00

The very latest style is portrayed in these high class suits.

NEW FALL DRESSES
\$18.98 to 40.00

Plain and combination effects. New shades—stylish models.

SMART COATS
\$15.98 to 47.50

New Fall and Winter models—Fashionable materials and colors.

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WHALEN BROS

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Buy Your Clothing Here For 50c Weekly \$125 Worth of Furniture No Deposit—\$1 Weekly

<p>Princess Dressers</p> <p>50c weekly will buy any carriage in stock. You will find many fine patterns to select from.</p>	<p>Carriages</p> <p>50c Weekly Triple, double or single door book. Cases in 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100.</p>	<p>Bookcases</p> <p>50c Weekly Triple, double or single door book. Cases in 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100.</p>	<p>3 ROOMS NICELY FURNISHED FINE BUFFETS</p> <p>50c WEEKLY all prices 15c</p>
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10% Discount on the Dollar Coupon on credit purchases when spending a new account, if you bring this advertisement with you.

OPEN MONDAY AND SATURDAY EVENINGS

ALL NEW SUBWAYS DELAYED; CAN'T BE FINISHED TILL 1919

Broadway-Fourth Avenue and Lexington Avenue Lines Hardest Hit.

The subways which are being constructed under the Dual Contract System cannot be finished and placed in operation until 1919. It was originally planned that they should be completed by July 1, 1918.

The chief delay is on the Broadway-Fourth Avenue and Lexington Avenue lines, but work in Brooklyn and Queens is also behindhand.

The reasons given at the office of the Public Service Commission for the retarded condition of the work are:

Delay in letting contracts generally. Tie-ups in steel mills and lumber camps supplying materials.

Freight embargoes.

Lack of shipping facilities owing to the European war.

Labor troubles.

Prolonged controversy over the location of the Diagonal Station Connection where the Lexington Avenue line joins with the present subway—finally being effected at Forty-second Street and Fourth Avenue.

A year's delay in letting the contract for this difficult work.

The weakness of the Queensboro Bridge, which made it necessary to build a tunnel under the East River

at Sixtieth Street to carry the Broadway trains to Queens. The failure of a contractor to live up to the task of building a trunk sewer through Forty-sixth Street to the North River to replace one which had to be removed from Seventh Avenue at Forty-second Street.

A contract for the completion of this sewer has just been let by the Borough President.

QUEENS LINES DELAYED BY LACK OF TIES.

A number of lines in Queens were to have been in operation this summer, but lack of ties prevented the laying of the rails and the opening of traffic. In the case of the New Utrecht elevated part of the line, all was in readiness save the stations themselves, and these should, in many instances, have been ready last March. But steel could not be obtained, owing to freight conditions, so it was necessary to have wood stairways put in so that the line could be partly opened in July. And every station on the line should have been finished last June at the latest. As it is, all the stations are not even yet completed.

So far as the Broadway line in Manhattan is concerned, it is practically completed from the Battery to Fourteenth Street. Above Union Square to Forty-second Street, at which point it strikes off up Seventh Avenue to Sixtieth Street, where a tunnel will carry it under the East River to North Jane Street, Queens, there are many sections which are only half completed, others three-quarters and still others two-thirds.

The reason assigned for the delay in the Broadway line was the long time it took for a decision whether to make Times Square a local or express station, which was months at least, and the necessity of constructing a great trunk sewer to replace the one displaced in Seventh Avenue.

This is now building through Forty-sixth Street to the North River. The Public Service Commission undertook

the work as far as Eighth Avenue, the Borough President to let the contract for the remainder of the work. But the contractor for the latter part of the work failed on the job and a new contract has just been let. Failure to get the sewer finished in time will delay for nearly six months the completion of the Seventh Avenue subway above Forty-second Street.

QUEENSBORO BRIDGE A DISAPPOINTMENT TO NEW YORKERS.

It was originally intended that the Broadway line, after going up Seventh Avenue, should cross the East River on the Queensboro Bridge. But critical inspection by engineers brought to light the fact that the bridge would not be capable of carrying the trains, so the tunnel at Sixtieth Street became a necessity and added a further delay to the work. The contractors have until Feb. 3, 1919, to complete this tunnel and the work in Queens, and it was said that in all probability this would be done on time. But even this, it was pointed out, will not save the many months already lost through weakness of the Queensboro Bridge, because the line should have been completed in time to be opened to the public in July, 1918.

On the Lexington Avenue subway, the work is all completed from Fifty-third to One Hundred and Twenty-ninth Street, and from the latter point to One Hundred and Fifty-seventh Street it is within 1 per cent. of completion—that is, all save the finishing of the stations.

The crux of the Lexington Avenue subway situation lies in what is known as the "diagonal station connection" at Forty-second Street, just in front of the Grand Central Terminal. This is a \$3,500,000 contract, which was let on Dec. 3, 1914, whereas it should have been let ten months or a year earlier, owing to the supreme engineering difficulties which had to be overcome. In the first place, it was pointed out, there was a long discussion over the placing of this station, whether at Thirty-second, Forty-second or Forty-third Street. Then, when the engineering problems presented were considered almost beyond performance, it was necessary to carry three of the new tracks under the existing subway, to do blasting and mining and all the correlative work without interrupting for one minute the operation of the existing train service. This has been partly accomplished at this time by inclosing the existing subway in a wooden tube, and supporting it while the work beneath was going forward.

ONE UNAVOIDABLE DELAY AFTER ANOTHER.

According to the Public Service Commission there are two different phases to the question of delay. First, the lapse of time before the contracts were let for construction, and second, the unexpected delays which arose after the contracts were let. In the second phase are tie-ups in the steel mills and lumber camps in which there were contracts for material; labor difficulties and freight embargoes placed by the roads by reason of the war in Europe.

Practically all of the ties for use in the subways were contracted for in the Gulf region, and added to the exorbitant rates charged for freightage, and the impossibility of getting ships to transport the ties, the long-shoremen in the Gulf ports went on strike. Twice the Public Service Commission had to send men to the Gulf to straighten matters out. It was necessary to go into the open market to get ties for the Queens lines.

Thomas Crummins, who had a quarter of a million dollar contract for laying ties and rails, was called to the Texas border with five of his chief men when the Twenty-second Engineers were sent out, and almost all his work was brought to a standstill, which meant an added delay in completing the lines.

For the construction of the various subway lines from twenty to forty carloads of cement are required daily. Last winter, owing to freight embargoes, shipments almost stopped and contractors were compelled to "borrow" cement from one another in

order to keep their sections going. At present the cement is coming in somewhat regularly, although not in desired quantities.

SCARCITY OF STEEL, ON ACCOUNT OF WAR, A DRAWBACK.

In the matter of steel, thousands of tons of it are far behind in deliveries because, so it was said, the companies have been occupied with war material. The Canal Street subway, from Broadway to the Bowery, has been excavated and timbered since the beginning of the year, but the steel for the permanent structure cannot be obtained from the mills, and there is little doubt that the work will be delayed several months beyond the original date for completion, March, 1917. The increased price of steel is another factor which has worked a hardship, it was shown. The lowest price at which steel was available for the subways was \$45 per ton, including erection. Up to a short time after the beginning of the European war the price had risen to \$55 per ton. Now it is as high as \$115.

In the matter of the letting of the contracts for subway work the Public Service Commission feels that there was lack of synchronizing, or timing, to see that the various sections should "come out" simultaneously. In the Broadway line below Eighth Street and the Lexington Avenue line above Forty-second Street, sections which were identical both under the Tri-Borough and Dual Systems, work was begun on them in the summer of 1912, but the Dual contracts were not executed until March, 1913.

However, the Public Service Commission has a bright side of things to show to the public. It was stated that from present indications the cost of construction of the Dual System will be less than 1 per cent. more than the original estimates. As a contrast it was stated that the Panama Canal cost more than 100 per cent. more than was estimated, and the Barge Canal 25 per cent. more. But the purchase and easements on real estate, and interest, owing to delays in starting and completing work, will add \$22,000,000, or about 10 per cent. to the total estimated cost.

DANUBE BATTLEFIELDS ON THE RIALTO SCREEN THRILLS THE FILM FANS.

Moving pictures of European battlefields as seen by Donald G. Thompson, photographer for Leslie's Weekly, were introduced at the Rialto last night. This added attraction carried the audience over Salomica in a hydroplane and an observation balloon and portrayed actual conditions vividly. The film is the first of a series of authentic pictures showing close-up scenes in the war.

Norma Talmadge's acting in the Triangle feature, "Fifty-Fifty," proved interesting to an audience which apparently enjoyed a "give the public what it wants" story of a fictional Bohemian whose marital difficulties with her "lonely" husband end with a smile from the baby.

Hilda Goodwin sang pleasingly. The dancers from the Helen Moller School in the interpretative dance, "The Blue Danube," delighted even those not familiar with classic "poetry of motion."

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These Unusual Offerings, at Such an Early Date, Are Afforded Our Patrons Through Our Tremendous Buying Power

Smart Fur-Trimmed Suits

For Women and Misses

Exquisitely styled in both the semi-fitted and full flare models of Wool-Velour in the new and prevailing shades of the season. The deep sailor collar and cuffs of velvet are trimmed with near-seal.

Very Specially Priced at 25.00

Women's and Misses' Coats

Exclusive New Fall Models

In distinctive belted models, following the season's most favored lines, of Wool-Velour in new shades of Blue, Brown and Black. A deep sailor collar of plush completes this unusual value.

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WHAT A THING IT IS TO BE FIT!

To be not merely free from actual sickness, but to be well, abundantly well, exuberantly well—and to have the mental vim and stamina which go with physical robustness!

Such health is out of the question for you as long as you are dependent upon laxative and cathartic pills in order to keep free from bowel trouble.

Wholesome food, reasonable hours, exercise—that is the way to cure constipation. Meanwhile don't drug your system with pills which only aggravate and confirm the constipation habit.

Nujol relieves constipation effectively without disturbing the digestive processes or forming a habit. It encourages and facilitates normal movements.

All druggists carry Nujol which is manufactured only by the Standard Oil Company (New Jersey). Avoid substitutes. Write today for booklet "The Rational Treatment of Constipation."

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